

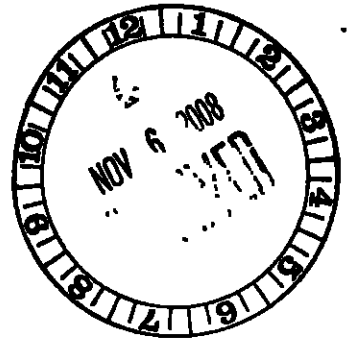
November 5, 2008

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Hon Anne K Quinlan
Acting Secretary
Surface Transportation Board
395 E Street SW
Washington, D C 20024

ENTERED
Office of Proceedings

NOV 06 2008



Re STB Case FD 35164

Part of
Public Record

Dear Ms Quinlan

I am writing to ask the Surface Transportation Board to reject the referenced BNSF Petition for Declaratory Order in Oklahoma City, STB Case FD 35164

The stated desire of the BNSF to reroute freight rail traffic from the BNSF, former Frisco Line to the Packingtown Lead would put trains that have overpassed South Robinson and South Walker Avenues for at least 77 years on at-grade crossings once again, recreating the danger and conflicts between street and rail traffic that OKC Union Station's facility was created decades ago to eliminate

This is bad for rail crews and bad for the driving public. Complaints are already arising

Also, remember, please, that both of these lines are near the N Canadian River. Compare this to the problems with CSX mainlines in Mississippi that were inundated by flooding during Hurricane Katrina. Why would we ever consider moving such a key rail line to an inferior route at a lower elevation? The fight in Mississippi, as I understand it, has been for funding to move the CSX lines higher.

Why would BNSF destroy Boardman, Inc's railway access without at least telling the company what was going on? Doesn't BNSF believe it can be competitive with trucking to handle heavy industrial products like those made at Boardman? Doesn't ODOT want the best possible competitive position for the Oklahoma industries whose taxes help pay their salaries?

It is similarly puzzling that an allegedly responsible business like BNSF would ever consider trading a clearly safer, more secure, more direct and completely independent rail line with its own bridges for a longer line with more curves that is dependent on the bridge of another line to get across the same river. That BNSF has pressed this issue to the point of nasty criticism of involved citizens with nothing to gain should send warning bells and lights ringing and flashing all over the place. BNSF's apparent "burning desire" to do the wrong thing simply makes no sense — unless we're really willing to uncover the sense it makes.

Uncovering what's actually going on here, however, would likely require a concentrated discovery process and full public hearings.

I do not know why ODOT would begin the expressway project without first obtaining right of way I don't know why a "Department of Transportation" would unnecessarily destroy the center of the state's rail network for a mere four miles of expressway that could have been put elsewhere Perhaps it's incompetence Perhaps its an arrogant attempt at "government by fait accompli " In any case, it's quite obviously an idea time has made obsolete and hurtful, and should not be considered a reason to destroy superior railway corridors

For all of these reasons, as well as the very evident case law standing opposed, I would respectfully urge the STB to reject BNSF's Petition for Declaratory Order, and to see to it that if there is a new abandonment proceeding, it involves full public hearings under the Board's authority in Oklahoma City I would also plead with the STB to do all possible to protect these central rail lines from the Oklahoma Department of Transportation, which is clearly poised to destroy them at any moment

Thank you



Allen Parleir

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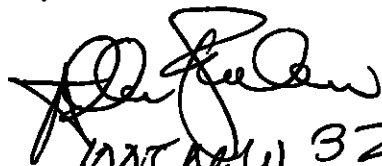
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Re STB FD 35164

Please accept my submission of
"Public Comments" in the BNSF
Petition for Declaratory Order, Oklahoma City.

In addition to the 10 copies I am
sending "overnight" to STB I am
also mailing one copy to Dr Edwin
Kessler and one copy to Kristy Clark.

Thank - you



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